



Transit Area Specific Plan (TASP)

On-Street Parking Strategies



August 2018

Key Issues

- Milpitas BART station is located within the City's Transit Area Specific Plan (TASP) area and is expected to open for passenger service in Spring/Summer of 2019.
- Staff concern is that BART commuters will seek free parking on City streets as opposed to paying for parking at the BART parking facility and will park on city streets for the entire day.
- BART commuters could create a problem of limited on-street parking for residents and impede public access to parks and retail business within the TASP.

BART Station Campus Access

- Santa Clara Valley Transportation Authority (VTA) is preparing a BART Modes of Access Plan to address transportation options at the new BART station campus.
- Transportation options to the BART include car pool, local shuttle, employer shuttle, ride share, car share, walking and bicycling.
- VTA and city staff are coordinating to ensure the Modes of Access Plan minimizes vehicular traffic and parking congestion on nearby city streets.

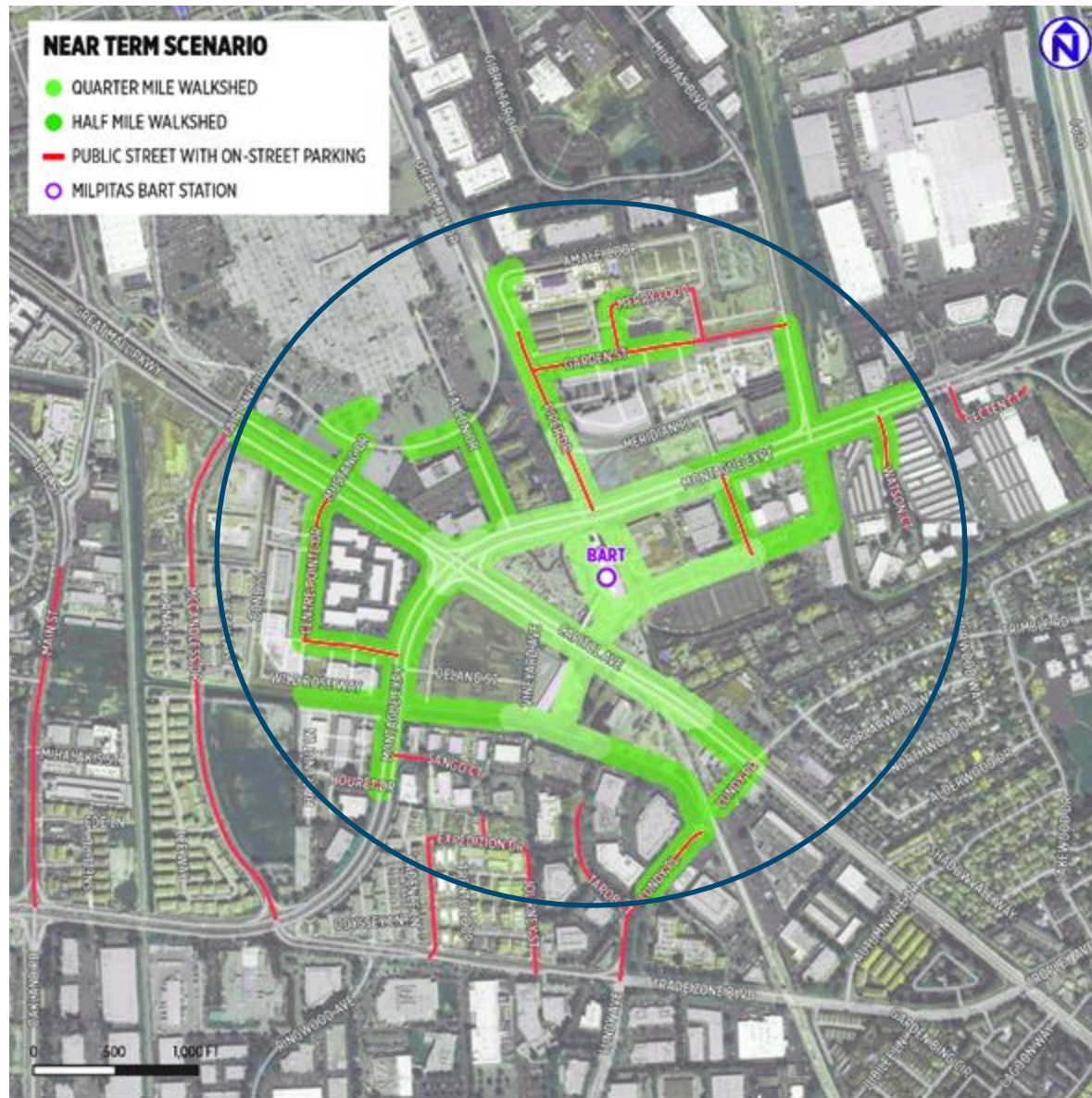
On-going City Efforts

- Analyze the effects of the BART facility on city streets.
- Identify on-street parking management strategies, such as time-limited parking, permit parking, and paid metered parking.
- Identify strategies to reduce parking demand.
- Prepare a policy implementation plan for the TASP area.

BART Station Area Zone

- The BART Station Area Zone is defined as a half-mile walking distance from station fare gates.
- The “Half-Mile” distance is a generally accepted walking distance to transit as defined by the Federal Transit Administration.
- The “Half-Mile” radius encompasses a portion of TASP and extends into industrial area outside of TASP east of Pennitencia Creek.
- Staff anticipates BART commuters may seek free on-street parking opportunities on streets within the half-mile zone.
- Park parking lots within TASP may also be impacted by commuters within the half-mile walk radius.

BART Station Area Zone



Parking Management Strategy Overview

Tier	Strategy
1	Time-Limited Parking
	Transportation Demand Management (TDM)
2	Paid Parking

Strategy: Time-Limited Parking

■ What

- Set limits at a duration long enough to discourage all-day parking within Half-Mile zone to BART station.

■ How

- Update City Parking Ordinance
- Provide regulatory signage and parking enforcement



Strategy: Transportation Demand Management (TDM)

■ What

- TDM are measures to reduce neighborhood parking demand while encouraging use of alternative modes by incentivizing carpool, car share, local shuttle, transit, walking and biking.

■ How

- Condition new development entitlement to include TDM measures.



Strategy: Paid Parking

■ What

- Pricing of premium on-street spaces at a demand-responsive rate to ensure sufficient turnover in spaces:
 - Morning: matching BART parking fee and/or excursion fare
 - Mid-day: reduced rates
 - Evening: no fee

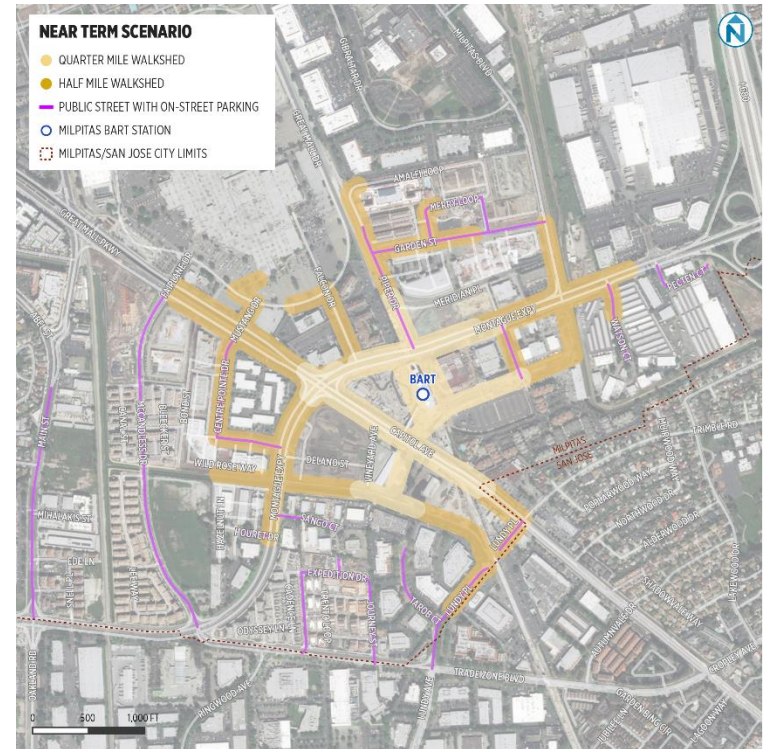
■ How

- Installation of meters
- Consistent signage and traffic enforcement



Possible Next Steps

- Implement a daytime 4-hour parking time-limit on public streets within “Half-Mile” to BART station fare gates prior to station opening.
- After station opening, refine parking time-limit durations to reflect the parking needs of surrounding TASP developments.
- Develop pricing strategies on public parking spaces in the BART Station Area Zone after station opening.



Recommendation

- Receive TASP On-Street Parking Management Strategies and provide direction to staff